

education, or search fruitlessly for decent-paying jobs. The CAP agencies of Vermont never forget the realities in which we all live. They know that there are people who can benefit from the help of the government programs established by Roosevelt and Lyndon Johnson, programs begun in times when it was the purpose of government to serve all Americans—and not just wealthy Americans. The CAP agencies, and those who work for them, do much to help tens of thousands of Vermonters live the life that should be theirs, a life free from hunger, homelessness, hopelessness and want.

So after 40 years of hard and extraordinarily important work by those who work for and sustain the CAP agencies, let me say on behalf of all the citizens of my state: Congratulations on what you have done! All of us in Vermont are richer for the community you have built and sustained.

A PROCLAMATION HONORING MR.
AND MRS. BOCEK

HON. ROBERT W. NEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. NEY. Mr. Speaker:

Whereas, Joseph and Audrey Bocek were united in marriage January 9, 1953, and are celebrating 52 years of marriage; and

Whereas, Joseph and Audrey Bocek have dedicated their lives to each other; and

Whereas, Joseph and Audrey Bocek have illustrated the love and commitment necessary to live a long and beautiful life together.

Therefore, I join with the residents of Toronto, and the entire 18th Congressional District of Ohio in congratulating Joseph and Audrey Bocek as they celebrate their 52nd Wedding Anniversary.

KENNETH B. CLARK

HON. ELIOT L. ENGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. ENGEL. Mr. Speaker, I rise today to pay honor to Kenneth B. Clark, an educator and psychologist who spent his life working to improve the lives of African-American children. It is Clark's pioneering research on the detrimental effects of racial segregation in schools that was cited by the Supreme Court in the landmark 1954 ruling, *Brown vs. Board of Education*.

Clark was born in the Panama Canal Zone in 1914 and, at age 5, moved with his family to a tenement in New York City to pursue the American Dream. Clark eventually earned his Masters degree from Howard University. Clark went on to become the first African-American to earn a doctorate in psychology at Columbia and also the first to hold a permanent professorship at the City College of New York. While teaching psychology at City College, Clark developed an interest in the effects of segregation on children and conducted his famous study on school segregation. This study demonstrated how racial segregation marred the development of black students and eventually influenced the landmark Supreme Court case.

After his professorship, Clark continued his work for children and became the first African-American to join the New York State Board of Regents, and again the first African-American to serve as president of the American Psychological Association. He belonged to a number of other prestigious organizations including the New York Urban Development Corporation, the Society for Psychological Studies of Social Issues, and Phi Beta Kappa. He founded Harlem Youth Opportunities Unlimited and, with his wife Mamie Phillips, formed what became the North side Center for Child Development.

After retiring from the Board of Regents, Clark began his own consulting firm in my district, in Hastings-On-Hudson, New York. Kenneth B. Clark and Associates assists corporations with racial policies, affirmative action, and other minority hiring programs. Clark wrote many books, including "Prejudice and Your Child" and "Dark Ghetto" and was awarded many honors for his life's work.

Clark dedicated his life to improving racial equality and never abandoned his belief in the importance of equal access to education, regardless of race. His free thinking and steadfast commitment to this racial equality will sorely be missed.

INTRODUCTION OF AIR CARGO
SECURITY ACT

HON. EDWARD J. MARKEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 3, 2005

Mr. MARKEY. Mr. Speaker, more than three and a half years after the September 11th attacks, gaping loopholes in our country's homeland security continue to put Americans at risk of another devastating attack. The Department of Homeland Security's former Inspector General Clark Kent Ervin testified recently before the Homeland Security Subcommittee on Management, Integration, and Oversight. Mr. Ervin told the Subcommittee that: "Even in the area where the most time, attention, and resources have been invested—aviation security—serious vulnerabilities remain."

One of our most dangerous vulnerabilities is the failure to screen 100 percent of the cargo that is carried on passenger planes and all-cargo aircraft. Every time we fly, we wait in security lines, empty our pockets, remove our shoes, walk through metal detectors, and have our baggage inspected. We do not complain much—after all, we are told that this is required to keep our planes secure—and we accept that. But what many people do not realize is that every time commercial cargo is loaded onto the very same passenger planes or placed on aircraft that transport only cargo, almost none of it is ever inspected at all.

The security risk created by unscreened cargo is not just theoretical: Pan Am Flight 103 was brought down in 1988 over Lockerbie, Scotland by a bomb contained in unscreened baggage, and Air India flight 182 was downed in 1985 off the coast of Ireland by a bomb placed in unscreened luggage.

Uninspected freight on all-cargo carriers also poses a serious danger. Last summer, the 9/11 Commission reported that Al Qaeda operative Zacharias Moussaoui's terrorist plans included "buying four tons of ammonium nitrate for bombs to be planted on cargo

planes." Ammonium nitrate is the same chemical compound that Timothy McVeigh used to kill 168 innocent men, women and children at the Alfred P. Murrah Federal Building in Oklahoma City 10 years ago. Less than two years ago, a young man shipped himself undetected aboard a cargo plane from New York to Texas. We were lucky he was just a lonely twenty-something, not a terrorist.

It is long past the time when we should have adopted a policy that subjects cargo on passenger and all-cargo aircraft to the same level of screening that is performed daily on passengers' checked and carry-on luggage.

Today, Representative CHRISTOPHER SHAYS (R-CT) and I are introducing the Air Cargo Security Act to require the Secretary of Homeland Security to establish and begin implementing a system to inspect all the cargo transported on passenger planes and all-cargo carriers, so that this cargo is subject to the same level of scrutiny as passengers' luggage. Our legislation also includes additional measures to close the cargo loophole, such as: a mandate that the Secretary of Homeland Security establish systems to inspect cargo using equipment, technology and personnel that meet, at a minimum, the same standards established to inspect passenger baggage; a requirement that the Secretary of Homeland Security monitor and evaluate the research and development of effective cargo screening technologies; establishment of a system of regular inspection of shipping facilities for shipments of cargo to ensure that appropriate security controls and systems are observed, both at facilities inside the U.S. and abroad; a directive that the Secretary of Homeland Security report to Congress on the number of cargo shipping facilities that have been inspected, the number of facilities that have failed to comply with security controls, and the number of agreements concluded with foreign aviation authorities to ensure that regular inspections are conducted for cargo transported to the United States; and creation of a training and evaluation program for cargo handlers to improve the security ensure that cargo is safeguarded from security breaches.

The House has voted overwhelmingly—by votes of 278 to 146 and 347 to 47—to require 100 percent screening of cargo carried on passenger planes. The airline industry and the Bush Administration strenuously objected to the 100 percent screening mandate, and the Senate ultimately dropped it from the final version of the Department's FY04 appropriations bill. Last year, the House narrowly defeated our 100 percent screening amendment after strong opposition from the airline industry.

The experts who are our aviation system's "eyes and ears"—namely, the pilots and flight attendants who work aboard aircraft every day—have endorsed the Air Cargo Security Act. The Coalition of Airline Pilots Associations (CAPA), which represents 22,000 pilots at American Airlines, Southwest, AirTran and other airlines, and the Association of Flight Attendants, with its 46,000 members, have endorsed this important legislation. Since introducing similar legislation last year, I have addressed the concerns of the Air Line Pilots Association (ALPA) by including all-cargo carriers under the 100 percent cargo screening mandate and providing for federal appropriations to implement this mandate. When I offered the Air Cargo Security Act as an amendment during the committee mark-up of the Homeland